

FINANCIAL AND COMMERCIAL.

THURSDAY, June 22. — The indifference of the public and the indifference of important interests leave the stock market virtually in control of the professional element. The dullness resulting from the circumstances first noted invariably invites bearish attacks, which for some time past, were again successful to-day. The Industrial shares were the chief sufferers. Sugar Refining sustained a net loss of 2½ per cent. In American Steel and Wire, People's Gas and Tennessee Coal and Iron the average net decline was about a point. In all of these stocks there was a moderate amount of liquidation. There was also heavy selling of American Spirits common on the announcement of the terms offered that stock in the comprehensive plan of reorganization of the company. In nearly the entire steel manufacturing industry of the country, the retrograde movement in the Industrial was not uniform, owing to the extensive covering of shorts in Continental and in American Tobacco. Both of those stocks enjoyed a sharp rally. There was no news affecting any member of the Industrial group, hence the fluctuations in them must be attributed entirely to market conditions.

The railway list was in the main firm, particularly during the first half of the day. New York Central was exceptionally strong, and in spite of the reactionary movement toward the close retained a fractional net advance. Chicago and Northwestern and Omaha common were more extensively sold in that they have been for some time past, but both showed a slightly higher than usual today. In the stranger group St. Paul had the strongest feature. All of the Southern turn shares more than held their own. The improvement in crop prospects and the development to-day of an increasing demand for breadstuffs for export account for the tone of the market for railway shares. It is estimated that fully a million bushels of wheat were taken for export to-day at the various seaports and a brisk demand is noted at a number of the principal interior points.

The engagement of \$2,000,000 gold for shipment Saturday was exaggerated by the advocates of lower prices in a report that several times that amount would go forward. As the Bank of England has stopped encouraging the transfer of gold from this centre to London by discontinuing the practice of allowing interest on the specie while in transit, and as London is now selling very few stocks, it is doubtful if exports of specie will be continued much longer. The London market for American securities showed some movement to-day, owing chiefly, it is said, to the scarcity of leading stocks there. The closing of the stock market was rather listless, at a slight recovery from the lowest prices.

New York Stock Exchange—Sales, June 22. UNITED STATES AND STATE BONDS (in \$1,000s).
Gold U.S. 8c..... 22 U.S. 4c, 1907-1144
1085-1054

CLOSING PRICES OF UNITED STATES BONDS.

Bond. **Ackd.** **Bond.** **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-1004..... 125-125
1050-1050

1018r. 1058-1058..... 125-125
1050-1050

1018r. 1084-1084..... 1124-1124
1124-1124

1018r. 1124-1124..... 1094-1124
1124-1124

1018r. 1134-1144..... 1124-1119
1119-1119

RAILROAD AND OTHER BONDS (in \$1,000s).

Bond. **Ackd.** **Bond.** **Ackd.**

U.S. 8c..... 184-184
1051-